



PIRACY IN THE GULF OF ADEN AND SOMALI BASIN

Guidelines for yachts considering a passage through the Gulf of Aden, Yemeni and Somali waters or the NW Indian Ocean north of 15° south and west of 78° east

1. The danger of piracy and consequent loss of life and property in these waters up to 750 miles offshore is high. Yachts are strongly recommended to avoid the area. See UK Foreign Office advice at <http://www.fco.gov.uk> , the Noonsite web site <http://www.noonsite.com/General/Piracy> and UK Admiralty Anti-Piracy Planning Chart – Red Sea, Gulf of Aden and Arabian Sea Q6099.

2. Anti-piracy patrols by warships will provide surveillance and support as far as possible for yachts in the area but cannot guarantee the safe transit of any yacht through these waters.

3. A yacht which, despite the risks, decides to make a passage in these waters should advise her plans to:

UKMTO (UK Maritime Trade Organisation), Royal Navy, Dubai

ukmto@eim.ae (email), **+971 50 552 3215 (telephone)** , (51) 210473 (telex)

MSCHOA (Maritime Security Centre, Horn of Africa), EUNAVFOR, London

postmaster@mschoa.org (email), **+44 (0) 1923 958 545 (telephone)**, +44 (0) 1923 958 520 (fax)

Communication should preferably be by email and should include full contact details for the yacht and identification features for the vessel, crew and skipper. Some check may be made on these with shore-based information. A 24-hour watch is maintained on all numbers

US-flagged vessels and all other vessels may also contact the Maritime Liaison Office (MARLO), US Navy, Bahrain: marlo.bahrain@me.navy.mil (email)

+973 3940 1395 (telephone)

4. Yachts should register with these organisations at least two weeks before entering the high risk area when they will be invited to provide further information. Those coming south through the Red Sea should register before reaching Safaga/Jeddah.

5. On registration, UKMTO will pass details of the yacht to patrolling warships and will regularly send to the yacht piracy alerts by email.

6. During passage yachts should make routine reports as advised by the authorities and should monitor VHF 16 and VHF 8. VHF contact cannot, however, be guaranteed.

7. If under attack a 'mayday' call should be made using VHF or HF DSC, VHF 16 or VHF 8, Sat-C or any other means, please contact UKMTO by telephone and pass your last known position.